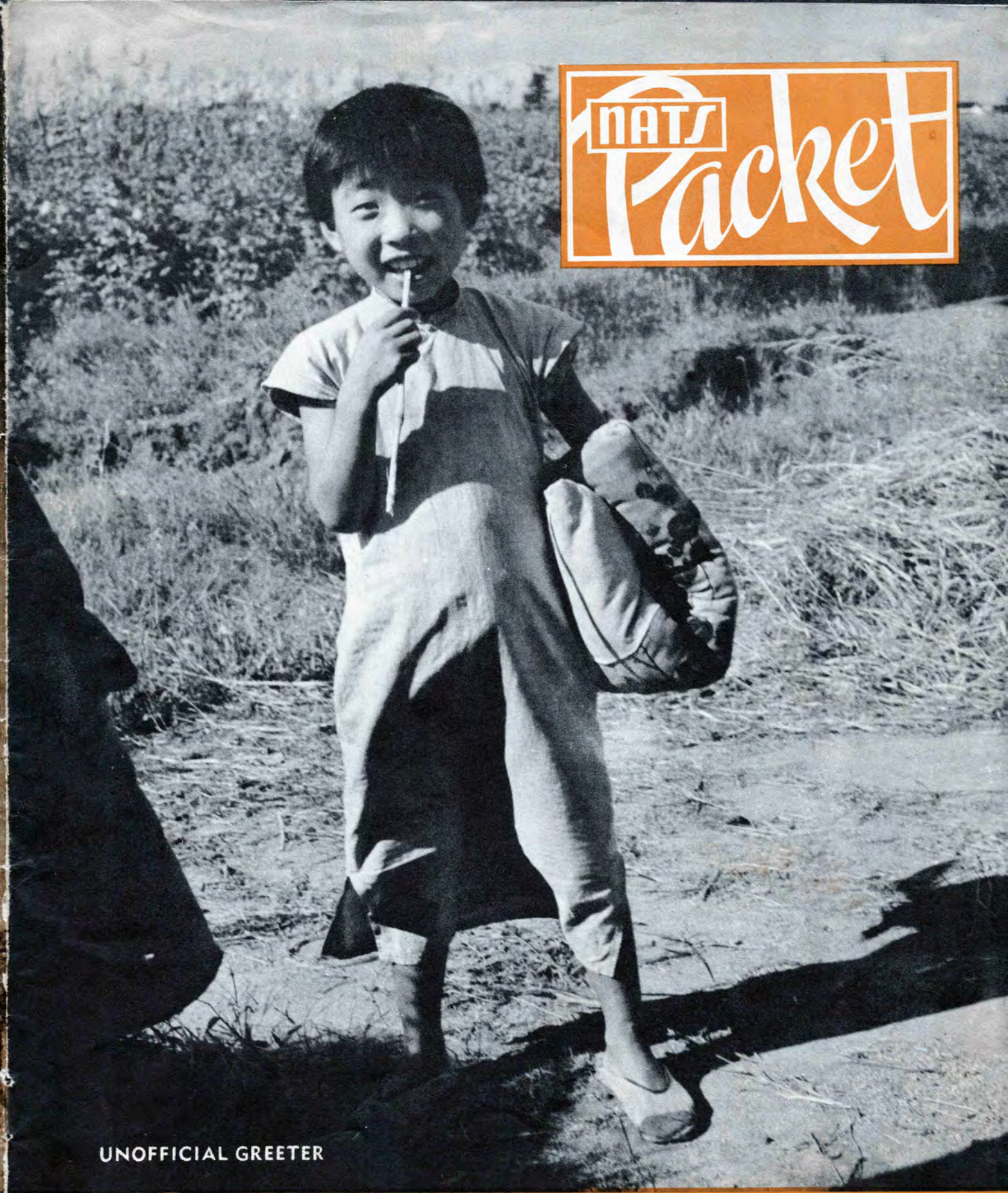
NATS Packet



UNOFFICIAL GREETER

NAVAL AIR TRANSPORT SERVICE COMMAND, PACIFIC WING NOVEMBER, 1945

THIS MONTH

Over the Chesapeake: new Mars, original Mars & friend (see col.1)

JRMs WILL SOON FLY TRANS-PAC

If all goes well, the Philippine Mars and the Marshall Mars--NATSPac's biggest offspring--will be in the Pacific late this month. By January four of the JRM whoppers are scheduled to be boosting the Wing's lift between Hawaii and Alameda.

The picture above suggests their size. Each JRM-1 will gross at 145,000 lbs., 5000 lbs. more than the original Mars. Its weight empty is 75,000 lbs., 2500 lbs. less than the original. And the Martin Company tells us the new JRM will have a cargo volume increase of more than one-third.

That's a lot of airplane--and it demands a lot of special handling. So many USNRs who were working on the JRM project have been discharged that two classes in line maintenance for USNs only have been held. They end this month.

Once we said we'd be out of the Navy by the time the JRMs got here. But here they are--and we're sure gonna have a look!

OVERSEAS COULD BE GOOD DUTY!

Like you, we too heard the scuttlebutt that NATSmen in Hawaii soon can have their families join them. Washington, which months ago let Navy families return to Caribbean stations, reportedly will do the same for Hawaii, perhaps by Christmas.

Our Oakland scouts looked into the travel problem. The steamship companies muttered, "Our ships still belong to WSA, and all passengers must be processed through Army or Navy. No change till 1946".

The airlines thought that by Jan. 1 they would have "some" nonpriority space. But naturally if families-to-Hawaii is approved, the Navy likewise would authorize the necessary transportation.

This good news is for Hawaii only, however. For farther West, no families. Not even at Midway, where a NATS wag recently summed up family men's dreams this way, "We'd sure like interests other than our renowned bird lore to occupy us during the winter months."

SO PROUDLY WE HAIL—VRE-1!

Proudly we reprint SecNav's commendation of NATSPac's own VRE-1:

"The Secretary of the Navy takes pleasure in commending VRE-1 for services as follows:

"For outstanding heroism in support of military operations during the Okinawa Campaign from April 1 to June 21, 1945. Operating with new crews and, during the first phase of this period, without benefit of adequate logistic support or navigational aids, VRE-1 evacuated over 9,000 casualties despite extremely foul weather conditions.

"On return flights to the target, this gallant group carried over two million pounds of cargo, including 15,800 rounds of 81-mm mortar shells urgently required by the TENTH Army, thereby making possible continued vital fire support for our infantry.

"Manned by skilled and daring pilots and aircrewmen, VRE-1 continued its hazardous mission until all organized Japanese resistance had ceased and by the invaluable service thus rendered contributed immeasurably to the success of our forces in securing this strategically important base.

"All personnel attached to VRE-1 during the above mentioned period are hereby authorized to wear the NAVY UNIT COMMENDATION Ribbon."

THE COVER

Last month NATSPac began flights to Shanghai from Guam. Among the first out to greet the great American birdmen at Kiang Wan Airdrome was this friendly, curious little girl. To her the Skymaster was unbelievable--and she called the NATSmen "dream boys".

NATS PACKET

MAGAZINE OF THE NAVAL AIR TRANSPORT SERVICE COMMAND, PACIFIC WING. CAPT. W. M. NATION, COMMANDER. VOL. 2 NOVEMBER 1945 NO. 2

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This picture of Shanghai's famous Bund was made by the NATSPac China survey party. It records a momentous event: the U.S. Seventh Fleet has just anchored in the Whang Po River and sailors are swarming ashore. Out at Kiang Wan Airdrome, VR-12 Detachment Shanghai got under way the same day.

U. S.-CHINA RUN COMPLETES NATSPAC NETWORK

A passenger travelling regular NATSPac schedules now can fly from Shanghai, symbol of the liberated Orient, to Nob Hill in 51 hours. The Pacific Wing, moving into advance areas alongside occupying forces, last month established this high-speed service into Shanghai to evacuate RAMPs and give support to American Naval establishments. Daily flights over the Guam-Okinawa-Shanghai route became routine following a record-breaking two-day survey of aviation facilities along 1400 miles of China's coast by a NATSPac party.

As liberated Americans began pouring from newly-opened Jap prison camps in inland China, VR-12 Detachment Shanghai was ready to hurry them home. Detachment officer-in-charge was Lt. (jg) Charles P. Holloway, and with him initially were nine enlisted men.

Welcome To China!

Dazed and still hungry, nine NATSmen walked weakly from a cafe in Canton last month after paying for a modest lunch exactly $58,000 in Chinese dollars.

Lt. Guy E. Elliott, VRE-1 officer who was along, had laughed when the astounding bill was presented. The Chinese laughed last as they counted the dough.

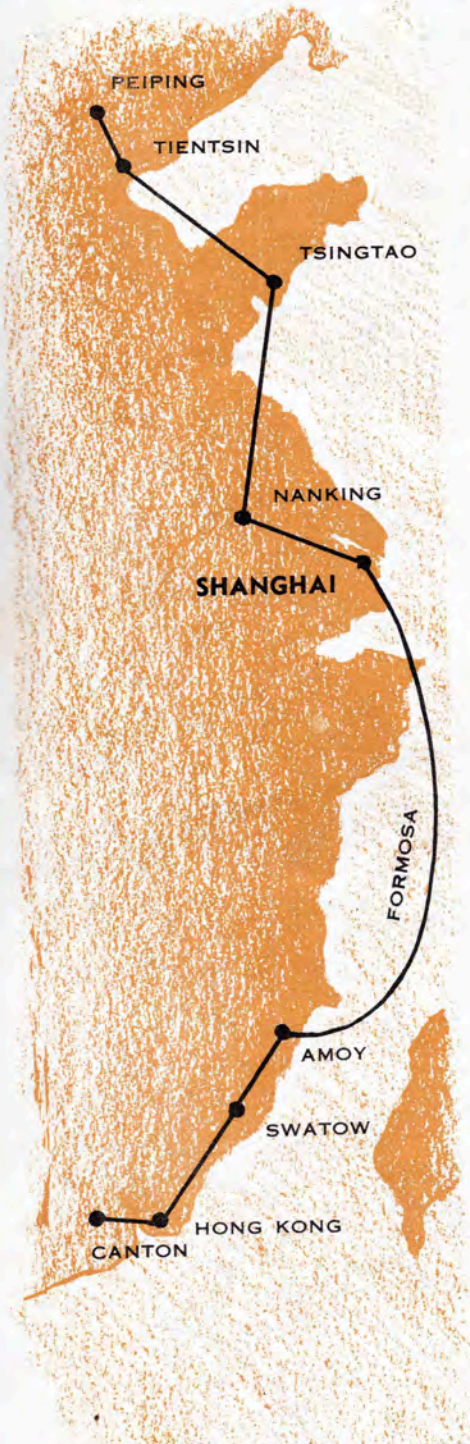
Translated to American dollars, the meal cost $100. Eleven bucks each!

Chinese coolies were recruited to help.

VRE-1 Skymasters, led by Comdr. Jack W. Thornburg's survey flight, landed at Shanghai's Kiang Wan Airdrome. It has two paved runways, each approximately 5000 feet long. Radio aids are adequate, but maintenance and repair facilities were almost non-existent in October.

The survey flight covered fields at Peiping, Canton, Tsingtao, Tientsin, Nanking, Amoy, Swatow, Hong Kong, and along the west coast of Formosa. Lt. Comdrs. A. C. Cushing and S. O. Morris, base plans officers for ComNATSPac and VR-12 respectively, reported that although most of the fields observed had adequate runways, the majority

NATSPAC IN THE CHINA SKY



Route of the first VRE-1 survey plane in China, commanded by Comdr. Jack W. Thornburg, September-October, 1945.

These NATSmen aboard a VRE-1 Skymaster last month made a record-breaking two-day survey of China, from Hong Kong to Peiping and Manchuria. Back row (l. to r.): Lt. Comdr. S. O. Morris; Col. Joseph Adams (USMC observer); Comdr. J. W. Thornburg; Comdr. H. E. LeBlond; Lt.(jg) W. E. Ingram; Lt. Comdr. A. C. Cushing; Lt. Jesse Jett; Lt.(jg) C.P.E. Holloway. Front row (l. to r.): T. W. Wolfe,ARM3c; Lt. G. E. Elliott; Lt. Sidney Major; Lt. V. B. Fain; Lt. Richard Bartindale; Raymond Abbett, S2c. Also on the trip but not in the picture was Lt.(jg) Arthur Rickerby.

(Continued from Page 1)

would break down after 300 or more landings with heavy aircraft.

Meantime, a VRE-1 Skytrain commanded by Lt. D. M. Warren flew from Guam to Honshu via Iwo Jima and Okinawa to perform a survey of fields at Sasebo, Kanoya, Osaka and Ominato.

NATSPac thus learned more about areas into which it may be asked to operate. But even without extending into Japan beyond Kisarazu or into China beyond Shanghai, the Wing--with establishment of its Shanghai service--already had marked an epoch in Pacific history by forging an on-schedule air transport service from shore-to-shore across the world's biggest ocean.

In the shadow of the first NATSPac Skymaster at Peking sit three fully-uniformed Jap soldiers, now in Chinese custody. NATSmen found ancient Peking full of beautiful lakes--and the wreckage of war.

Nats Pac News Month

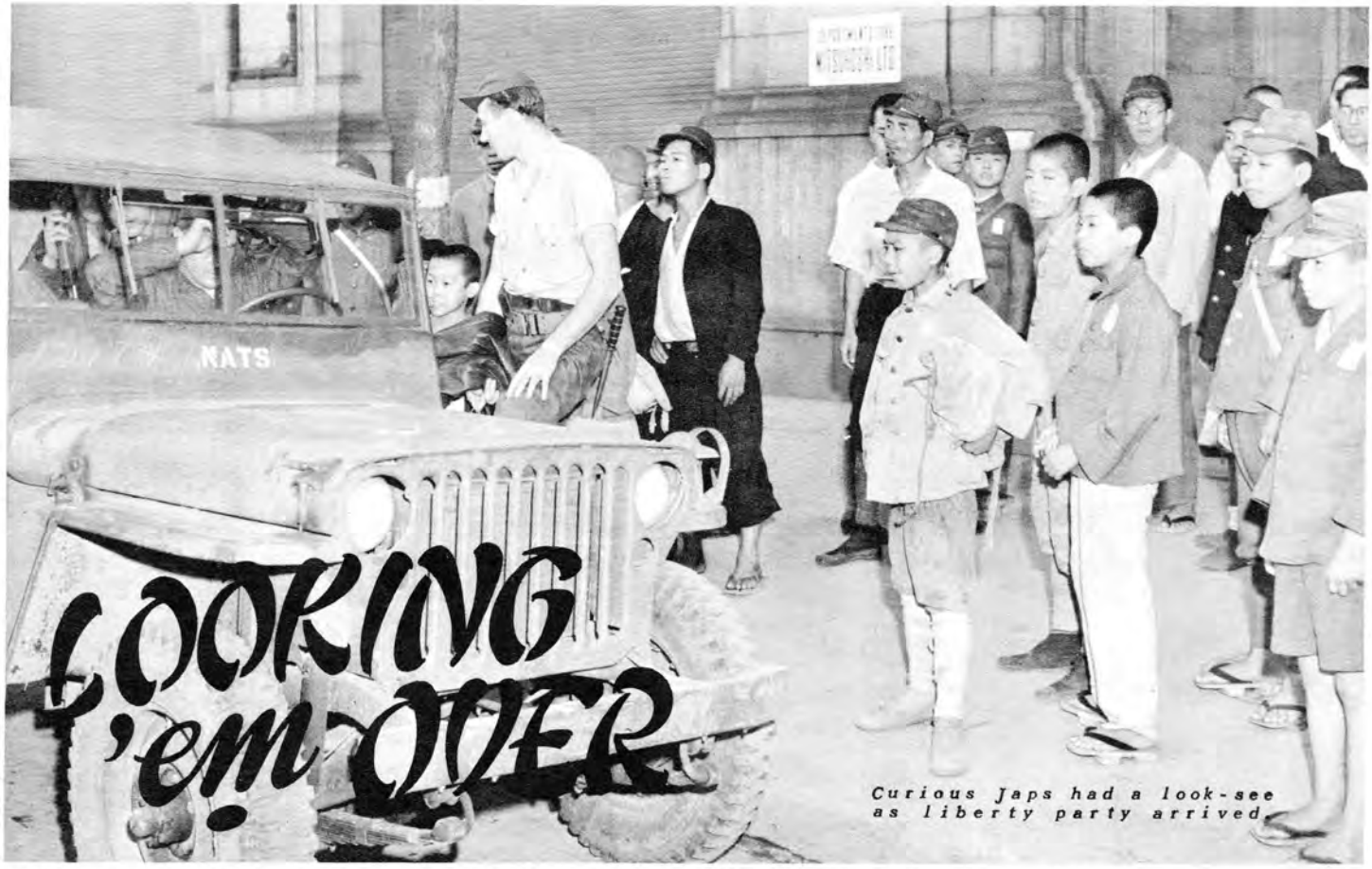
ABOVE - Heroic RAMPS (Recovered Allied Military Personnel) continued to occupy much NATSPac plane space last month. One of the best known, Lt. Col. James Devereux of Wake Island fame, smiled happily as he reached NAS Oakland.

LEFT ABOVE - Capt. Campbell Keene, commander of patrol planes at Wake when Japs attacked, participated in a gala reception for RAMPS at NAS Honolulu. The Royal Hawaiian band played as he tried the hula.

LEFT - VRJ-1 flew Admiral C. W. Nimitz back for his triumphant homecoming. At Oakland he was met by Mrs. Nimitz and California's Governor Warren.

LOWER LEFT - Thirty-six flight nurses from VRE-1 arrived Stateside. Some of them. like Lt.(jg) Kay Van Wagner (l.) and Lt. Kay Redmond, enjoyed the NAS Alameda pool while awaiting orders which re-assigned them to duty aboard hospital planes of VR-1, VR-3, and VR-5.

BELOW - This was NAS Honolulu as 4000 NATSPac personnel lined up in front of the terminal building during the ceremony that saw Capt. Nation relieve Capt. Tomlinson as ComNATSPac.



LOOKING 'EM OVER

Curious Japs had a look-see as liberty party arrived.

PACKET FOLLOWS NATSMEN AS THEY HAVE A GANDER AT THE LITTLE MEN

Photographs by Paul Siegel, PhoMIc

To the first NATSmen stationed at Kisarazu Field, 22 miles from Tokyo, liberty meant a trip into the Japs' capital city. NATS PACKET followed one group of sight-seers, consisting of Ens. Haydn Williams, W. M. Mott, Sp(V)1c; Jack Itinger, Sp(V)3c; R. L. Gray, S1c; and a CinCPac movie photographer on temporary duty with NATSPac, Webb Granger, PhoM1c. One thing the fellows realized at once: a Jap's face is deceptive. You can't tell his age by looking at him. But in addition to giving the little men the once over, the NATS party visited such landmarks as the Kamakura shrine, largest Buddha shrine in Japan, the imperial palace, the Jap diet--and of course they shopped for souvenirs. The Japs were outwardly humble, but knew enough about Americans to hike their prices!

Walking downtown streets like this was fun, except they didn't understand the signs!

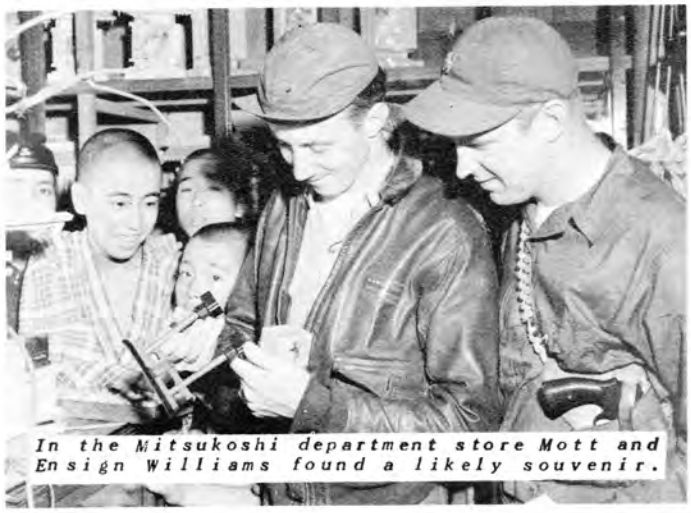
The NATSmen viewed the imperial palace, heavily guarded by U. S. and Jap police.

Granger and Mott had exchanged dollars for yen, found themselves being gouged on prices.

As the party sauntered through Tokyo some Jap boys gave THEM the once-over.

Inside Kamakura shrine.

A Tokyo shopping district.

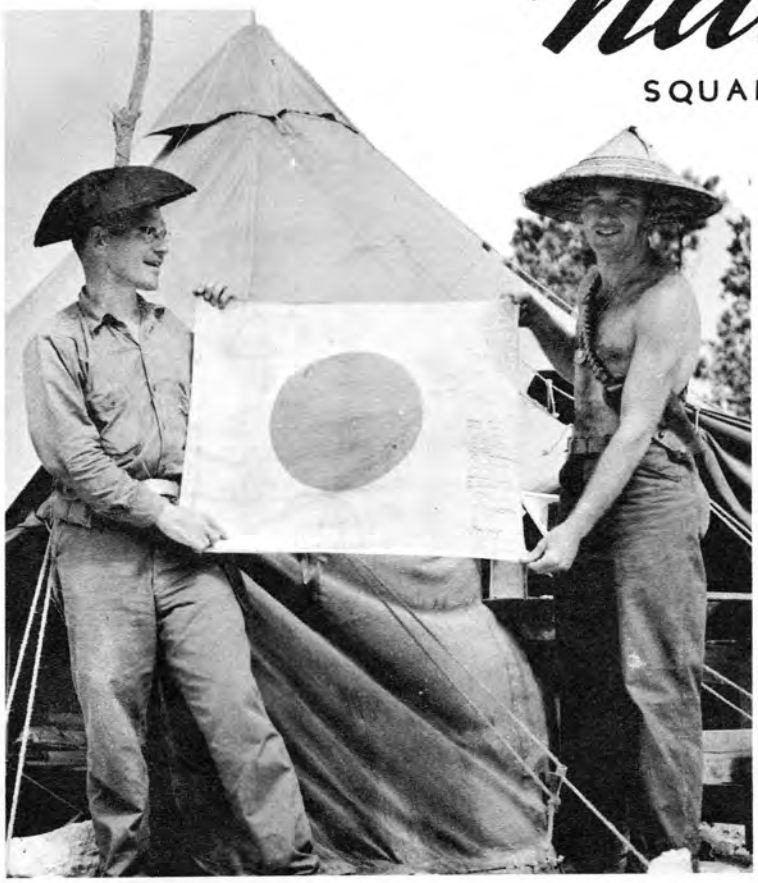


In the Mitsukoshi department store Mott and Ensign Williams found a likely souvenir.

Ens. Williams (top), Mott, and Itinger kicked the gong atop Japan's largest shrine.

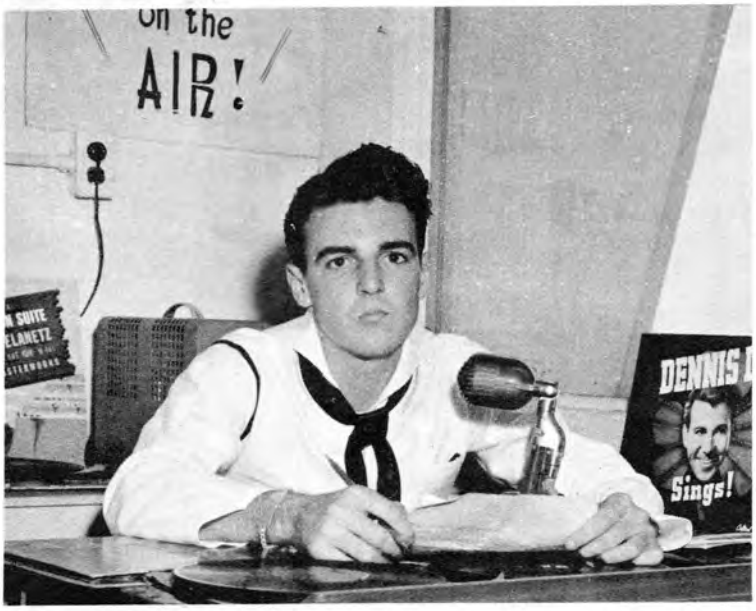
Nats ALBUM

SQUADRON PHOTOS OF THE MONTH

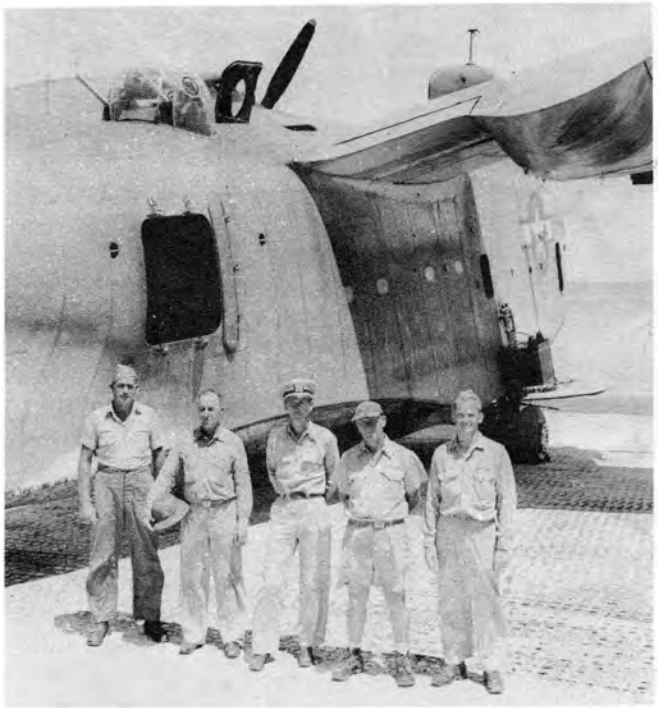


COUNTER-SIGNATURE---NATSmen at Oki got a Jap flag--and inscribed their names over the Japs'! Holding it: Lt.(jg) C. M. Sullivan, then O-in-C (r.); CBS Reporter A. S. Dexter.

KEPT HIS WORD---In September, 1944 VR-12's Jim Wheeler, ACMM, vowed he'd forget the choppers until NATS reached Tokyo. They're being made now.



STRAIGHT DOPE---Three times a week at NAS Honolulu theatre No. 2 Donn Ramon Colee, S1c of VR-11, broadcasts the latest word on demobilization to a plenty eager audience.



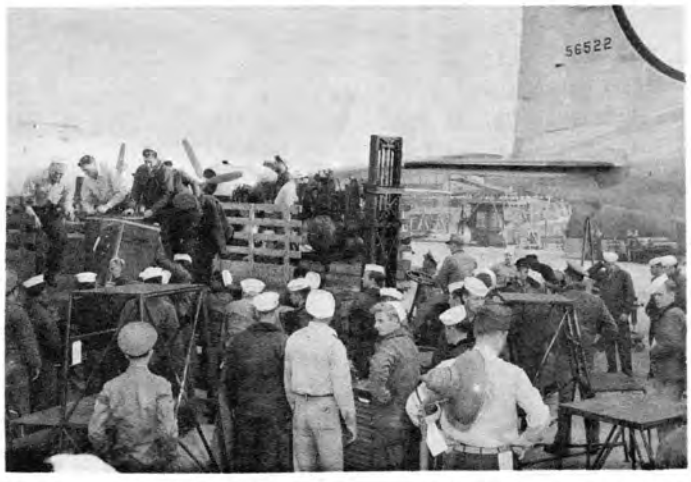
MEN OF MAJURO---Lt. Comdr. L. S. Drill (r.) and Lt.(jg) T. L. Thomas (hat off), plus these Seabee officers, helped set up Majuro (see p. 21).

RED HOT---Some experts claim you can't be a top-notch hardball and softball team at the same time. But this VR-11 gang disproved it. They won both the NAS Honolulu softball and ComNATSPac hardball league championships. Top row (l.to r.): Lt.(jg) Wagner, Lt. Beattie, Wells, Adams, Wallace, Garrett, Rogers, Salinas, Glander, and Lowery (trainer). Bottom row (l.to r.): Lennon, Glenn, Ellis, Totosz, Brumley, Kerner, and Lt.(jg) Pellegren.

ALAMEDA'S PRIDE---First WAVE CPO of NAS Alameda is Henrietta 'Hank' Leonard, CY, of VR-2 legal office. She wears the Good Conduct Medal.

HON. JERK---VR-12 Detachment Kisarazu (Tokyo) put quite a few Japs to work when they set up shop. All were given approximately the same name.

QUICK HENRY, THE BOMB!---At VR-13 Detachment Manila, Arley Beem, AEM2c, provides overhead cover with a 'mosquito bomb' before opening delicacies from home. With him are Vic Cyr and Ed O'Connor, both AMM2c.



MOVING TO MOFFETT---This was a common scene at NAS Oakland last month as VR-4 began its move 50 miles south to Moffett Field.

THE NATS-PACIFIC FLEET - NH-1

Fully loaded, it weighs in at 4,500 lbs. It's a midget compared with NATSPac's operational planes, most of which gross at 68,000 lbs. But it's a mighty mite in the business of instrument training for our pilots.

It's the NH-1 Nightingale, a version of the Howard Aircraft Corporation's DGA--and DGA to Howard means "Damn Good Airplane". That's what it has meant to NATS flyers, too. They've had to check out on instruments as well as every other phase of guiding a plane safely and efficiently, and the NH-1 has helped them. Of course, pilots accustomed to flying operational planes find the little Nightingale requires a touch much lighter than that for the "heavies"--but they soon discover its characteristics are normal except that it's so much smaller.

This aircraft is an advanced type blind-flying instrument trainer, with a compartment for both the student pilot and instructor. It is equipped with curtains to surround the student's compartment and thus prevent outside vision.

Some of the NH models are built as utility transports, but NATS-Pac's are all NH-1, with only the necessary controls and instruments for training in blind flying. Three NH-1s currently are in service with the Pacific Wing--two with VR-2 at Alameda and one with VR-11 at Honolulu.

SPECIFICATIONS

Wing span----------38'
Length (overall)------26'2"
Height (overall)------11'9"
Weight empty-----3,028 lbs.
Standard gross---4,500 lbs.
Cruising speed---110 knots.
Top speed--------125 knots.

Power Plant---One Pratt and Whitney Wasp Junior, R-985-AN-6 or R-985-AN-12 engine, and two-bladed Hamilton standard constant speed propeller.

Horsepower---450 take-off; 400 cruise.

APRIL SHOWERS--'...a typical carrier deck scene (Enterprise). Planes ready for takeoff. Wet decks are ticklish.'

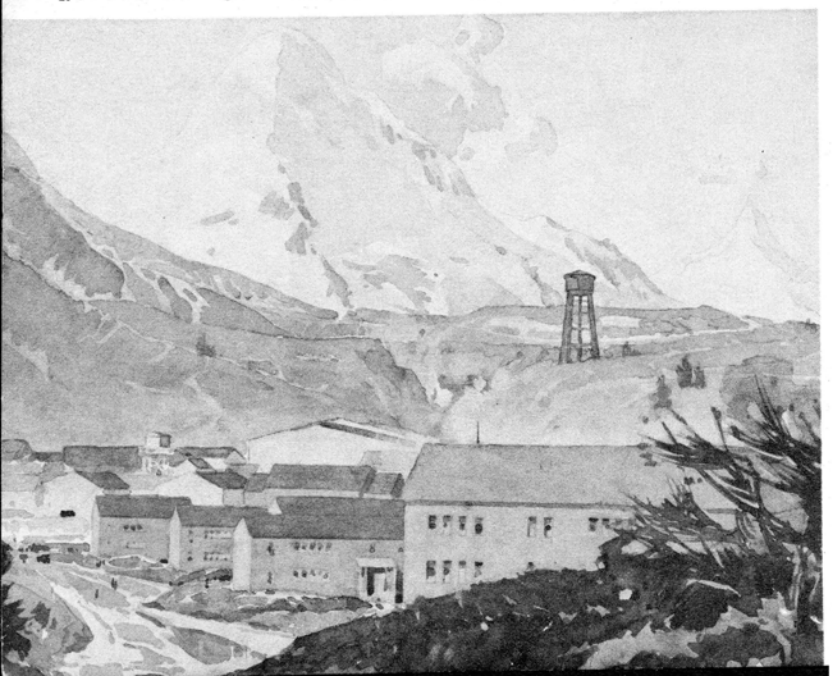
PACIFIC PANORAMA

NATS ARTIST GRIGWARE HAS SKETCHED NAVY LIFE FROM KISKA TO PELELIU

Comdr. E. T. Grigware half-froze in the Aleutians, watched Zeros explode over the USS Enterprise and helped bury stinking Japs on Peleliu--quite an assortment of experiences for a War Records Artist whose job has been to paint the story of the Navy at war. Three years he was at it, most of the time on the staff of Rear Admiral J. W. Reeves Jr. This month he returns to his civilian palette at Cody, Wyoming--carrying with him perhaps the most vivid impressions of Navy life in the Pacific any NATSman will ever have. Herewith NATS PACKET presents some of his watercolors and sketches, accompanied by his own comments.

MOG MOG--'...when the Americans entered, the natives were transferred to another island in the Ulithi group and Mog Mog became the recreation center for the Fleet. The Chief lived here.'

KISKA SUBMARINE BASE--'...this building was demolished by the American forces; however, these two-man Jap subs were destroyed by the Japanese themselves when they fled the island.' (This was August, 1943, when Admiral Reeves was Commander, Alaska Sector, Northwest Sea Frontier, and Deputy Commander of the Frontier.)



JAP GHQ, PELELIU--'...in the first few days of invasion, it served as an American hospital, then as command headquarters.' (Admiral Reeves was Commander, Western Carolines, summer 1944.)

KODIAK--'...looking over a section of the Kodiak Naval base early in the war. Nearest building is the dispensary. The peaks haunted aviators.'

KILLER KANE-- '...was skipper of Fighting Squadron Ten when I was aboard the Enterprise.' (When Admiral Reeves was Commander, Carrier Division Four, the Enterprise was his flagship.)

REAR ADMIRAL GINDER-- '...he was head of the escort carriers when I sketched this aboard his flagship.'

TRANSFER AT SEA--'...this is a typical scene that every Navy man has seen many times but which never loses interest for him. Mail - supplies - sick - prisoners - sometimes ice cream - are all transferred at sea in this manner while on the run.' (The Enterprise was in all strikes from the Marshalls through Saipan--she was in port one day in six months.)

ROAD ALONG THE CLIFF, AMCHITKA-- '...my lasting impression of Amchitka will be mud. The Jap bombs had the same effect as a marble dropping into a pan of dough.'

KAYANGEL, PALAU GROUP--Natives in their village.

The Firm of

TROUBLES ? VR-12'S LEGAL EAGLES RUN NATSPAC'S BIGGEST WEEPING PARLOR

"Dear John: You have always said that if I ever wanted a divorce, you wouldn't stand in my way. Well, I have met someone I am sure I love more--so, I want the divorce."

So many letters beginning that way have come to NATSmen, and so many of those NATSmen have come to Lts. Charles S. Hanson and Wendell B. Gibson for help that VR-12's legal officers have a bulging file

HANSON & GIBSON

PURVEYORS OF DIVORCES, ANNULMENTS, WILLS, CONTRACTS & HORSE SENSE.

labeled simply, "Dear John Cases".

Domestic relations problems, they say, are fully 50 per cent of their work as counsellors to VR-12's thousands of officers and men from Oakland to Tokyo. Contracts and property sales cases represent another 25 per cent; estate matters, 10 per cent. The remainder are almost anything you want to name--from advice on marketing a song or income tax unravelments to interpreting the G. I. Bill of Rights.

Lt. Hanson (Univ. of South Dakota Law School, '34) recently had a frantic visitor who was in real trouble. The man, already married, woke up the morning he was to ship out and found himself married to a fan dancer he had been drinking beer with the night before. Now with the war over and his return Stateside in prospect, he wanted an annulment of his "mistake"--without his official wife knowing.

That was a tough one. But mild-mannered Lt. Hanson has a tough attitude toward irresponsible acts. He advised that the annulment probably could be effected, but cautioned that the official wife would likely learn of it, and that the unofficial wife could probably make trouble.

Lt. Gibson (Univ. of Iowa Law School, '36) for over a year VR-12's legal officer, is now called Legal Aide. He is legal adviser to the Commanding Officer and advises in all squadron courts-martial, boards of investigation, masts, claim cases and whatnot. When VR-12 absorbed VR-10's maintenance organization in August, legal work increased and Lt. Hanson, formerly an administrative officer, took the role of Legal Assistance Officer.

The pair of "legal eagles" regularly dispense legal wisdom over probably a broader area of the earth than any law firm in operation. With VR-12 men scattered from San Francisco's hills to Tokyo's bomb shelters, legal problems are as varied and as scattered as fleas on Rover.

Lt. Gibson laughingly recalls the enlisted man with Indian blood who last year wearied of NAS Honolulu barracks life and lived for 26 days without detection in the thicket near the new ball park. He was sent to the station brig to "rest up".

"But my experiences convince me that NATS personnel are surprisingly good," says Gibson. "There isn't much crime--no really major crimes. The most serious have been four or five stowaway cases (which got stiff sentences). In general, conduct seems to reflect a serious attitude toward Navy duty."

One rule seems to stick: the closer a NATSman is stationed to booze and women, the more likely is the firm of Hanson-Gibson to see him. That means a man at Kwaj or Majuro is safest from legal troubles--unless his spouse back home sprouts some bad ideas.

Hanson-Gibson will "represent" a VR-12 man in any court in the land. If the man becomes involved in a suit, he can present his side to the legal officers and they will forward it to the court for hearing via a "legal assistance committee" of the State Bar Association. Many such suits are in progress right now.

Lts. Hanson and Gibson, both happily married, are not too alarmed by the volume of domestic problems they meet. "War time haste makes waste," they say. Some of their cases even get to Dorothy Dix--like the NATSman who broke a beer bottle over his pal's head, then asked Hanson-Gibson, and finally Miss Dix, how he could win back his pal's friendship.

Any VR-12 officer or man can bring or write his legal problem straight to the Legal Assistance Officer. No one else need know about it--and confidence is respected. And there isn't even a fee! But the two lawyers do wish that a few more fellows would get to know their women before they marry them.

Nats News Briefs

From Chicago NATS recently flew 112 personnel, experienced in demobilization work, to man Separation Centers in Los Angeles, San Francisco and Seattle. To further help speed up discharges, NATS has scheduled additional drafts of up to 200 such men for aerial transfer to West Coast Centers in the near future.

•◆•◆•

New commanding officer of VR-12, NATSPac's largest squadron, is Comdr. W. T. Shields, USN. At VR-2, Comdr. Budd Murray, USNR, is the new skipper.

•◆•◆•

Five VRE-1 Skymasters answered distress calls from typhoon-ripped Okinawa last month, proceeding from Guam while the storm still raged to evacuate 157 wounded veterans whose hospitals had been blown down.

•◆•◆•

As of September 1, NATS was operating over 63,251 route miles with a total complement of 5,988 officers and 20,146 enlisted men.

•◆•◆•

From the time of its activation in March 1942, until September 1, 1945, NATS flew a total of 1,284,000 passengers and 352,524,000 ton miles of cargo and mail.

ARE YOU NATS-WISE?

(Answers on Page 21)

1. VR-6, formerly located at Miami, is now a squadron in what NATS Wing?
2. ComNATSPac, Capt. Nation, was skipper of a NATSPac squadron in 1943-4. Which squadron?
3. Recovered allied prisoners of war are now referred to as RAMPs instead of PWs. What does RAMP stand for?
4. September 3 is the date the first RAMPs were flown by NATS-Pac from Japan. When did the Wing transport its first RAMPs from China?
5. Most NATSmen stationed in Honolulu are *malihinis*. What's that?

GUAM

The Navy's most unusual work party was discovered not long ago at VR-12 Detachment Guam. It was composed entirely of chief petty officers! The reason: they were building their CPO club.

MIAMI

VR-7 recently dispatched a special plane to Mexico City to transport Lupe M. Zarraza, PhM2c, to the Naval hospital at Bethesda, Md., on the heels of an urgent request for assistance. The WAVE was on leave at her home in Mexico City when she was stricken with a rare tropical disease--a malady on which she had been working to help Navy medical authorities find its cure.

HONOLULU

A hut where NATSPac passengers are briefed on ditching procedure is now in operation near the terminal building. The 20-minute pre-departure briefing consists of a talk and a film, explaining the role of crew and passengers in event of a forced landing. Passengers who have been briefed within 90 days previous to their flight are excused from the session.

TOKYO

The first NATSPac flight into Japan, piloted by Capt. D. W. Tomlinson on August 30, landed at Atsugi Airfield--and the crew was shown to quarters that crawled with fleas. Shunning this Jap reception, all hands came back to their Skymaster and slept there.

NATS

GUAM

A VRE-1 flight nurse, Stateside bound, filled out the hometown publicity questionnaire, and penned neatly the answer to "campaigns" in which she had participated: "Okinawa, and Guam Officers' Club".

WASHINGTON

Plane commander for Admiral Ernest J. King, Chief of Naval Operations, is Lt. Bob Lewis, formerly plane commander aboard VR-11 and VRE-1.

JOHNSTON

Luxury note from VR-12 Detachment Johnston: use of fresh water is now unrestricted!

MAJURO

The new NATS softball field at VR-12 Detachment Majuro has been scraped and filled so that players will not have to swim the bases.

OAKLAND

At Oakland airport last month the crew waiting to go up on a local R&D test flight was getting impatient--a pilot hadn't showed up. Then came word from a Honolulu-bound Skymaster--the pilot had boarded this plane thinking it was the aircraft to be tested. He spent an unexpected night in Hawaii.

SCRAPS

HONOLULU

NATSPac seamen noted with sly smiles the following item in a Honolulu paper recently:

"Stanley Bready Stubenberg of Honolulu, now serving at an Oahu medical supply depot, has been advanced to seaman first class.

"The advancement came 'in recognition of outstanding faithfulness and skill in the performance of duty, and completion of the course for this new rating'," said the announcement.

PATUXENT RIVER

Because of rugged North Atlantic weather, NATSLant Patuxent River-Paris trips were routed via Bermuda, instead of the northern (Stephensville) route, effective October 1. The new route, 400 nautical miles longer, adds two hours to scheduled flight time.

SEATTLE

It was so routine as to be almost unnoticed, but flight 551 on July 26 was VR-5's 500th Skymaster trip from Seattle to the Aleutians.

ALAMEDA

Squadron Personnel Officer to AOL man: "Well, we're certainly glad to see you back! We thought you had decided to sign a separate peace."

GUAM

VRE-1 enlisted men, enjoying a belated V-J celebration at Tumon Bay recently, suffered one casualty: a coconut log fell and fractured a seaman's ankle.

HONOLULU

NATSmen having noon chow at the seafront mess on NAS Honolulu are entertained twice a week by a VR-12 Welfare instrumental quintet. The diners hear everything from Bach to Rum Boogie.

GUADALCANAL

A recent safari into the jungle foothills by members of VR-12 Detachment Guadalcanal resulted in a wild boar barbecue.

HONOLULU

Two members of VR-11's flying personnel were presented the Air Medal at the recent ComNATSPac change-of-command inspection. They were Lt. (jg) Donald E. Curtis, navigator, and Moulton J. Rice, ARM2c, who were awarded the citations for achievements while serving previous commands. Curtis was navigator of a PB4Y-1 bomber on anti-submarine patrol in the Bay of Biscay and the English Channel from October 1943 to June 1944. Rice was an aircrewman aboard a carrier-based dive bomber in the Philippines area in October and November 1944.

Will's Woes Got Worse and Worse

"I had a little trouble getting back to Seattle."

That was the excuse VR-5's George H. Will Jr., ARM3c, gave at Captain's mast--probably a NATSPac record for classic understatement of really lousy luck. Will's friends wondered that he wasn't seven days AOL instead of just seven hours late. Comdr. K. B. Haugen listened to what had happened--and sympathetically dismissed the case.

Kissing his wife goodbye in New Orleans, Will started back from his leave with six days for traveling time--just in case of trouble.

Boarding a PBY being ferried from New Orleans to San Pedro, Will's troubles began. The port engine started coughing, so an hour out of Fort Worth the pilot turned back. On landing, the starboard wheel brake locked. The tire blew out, another was flown from Shreveport.

Half-way between Fort Worth and El Paso, the PBY hit a freak storm which battered the plane around and forced another emergency landing--on a lake. There Will sat, along with the crew, for two days.

"...the longest two days of my life," Will explained to the Captain. "One of the passengers was a Chief Yeoman in the WAVEs, so we had to be careful of our stories. The only excitment came when the nose began leaking and we stood watches at the pump."

Finally, the weather subsided and the PBY took off. San Pedro at last! There he grabbed a Navy flight to Alameda. But Will's luck didn't hold even for a day. Just prior to departure at Alameda, he was "bumped" by some braid.

Finally, six days and seven hours later, he made it to Seattle. Because he had allowed for any normal difficulties, Will was excused. But it will be a long time before he puts in for another leave.--*F. F. Williams.*

LUAU
a la natspac

Clarence Swanson, Y2c, found contentment (!) at Kahuku.

VR-12 GOES ON A PICNIC, HAWAIIAN STYLE

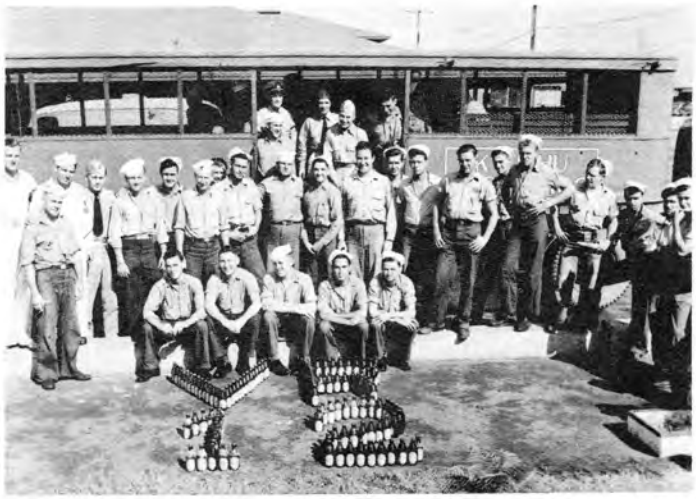
Photographs by Wallace Hulse, PhoM3c

A luau to Hawaiians means a mighty swell shindig.* That's what it means to Honolulu-based NATSmen, too--only they call it a picnic. The island of Oahu does not afford liberty-loving sailors attractions like the Top o' the Mark, but load the boys into a trailer bus stocked with sandwiches, circle the island with a beer stop on the itinerary--and the picnic will do until Stateside duty comes along! NATSPac squadrons at Honolulu frequently hold these outings. PACKET made these pictures when VR-12 held such a picnic recently.

Actually it's smorgasbord, a barbecue and a fish fry all rolled into one.

Swell picnic grounds were available at Kahuku, on the tip of Oahu. The menu: hamburgers, macaroni salad, stewed corn and peas, sugar rolls, oranges, and 'coke'.

'Hashmark' Joe Lieber, VR-12 welfare assistant until discharged on points, had cooked the food and made the salad--then tried some himself. Dee-licious!



The picnickers started out from NAS Honolulu aboard the 'Kyushu Choo Choo' about 0900. The beer set-up was some eager beaver's pre-embarkation idea.

Famous Waikiki beach was a brief first stop on the schedule. It's across town from NAS Honolulu. In the background is the Royal Hawaiian hotel.

The fun safari visited the 'blow hole', a unique rock with an opening through which the tide frequently gushes to produce this fascinating cascade.

Yes, we'll have some bananas today! A roadside stand provided the gang with plenty of nourishment. Some ate as many as a dozen during the trip!

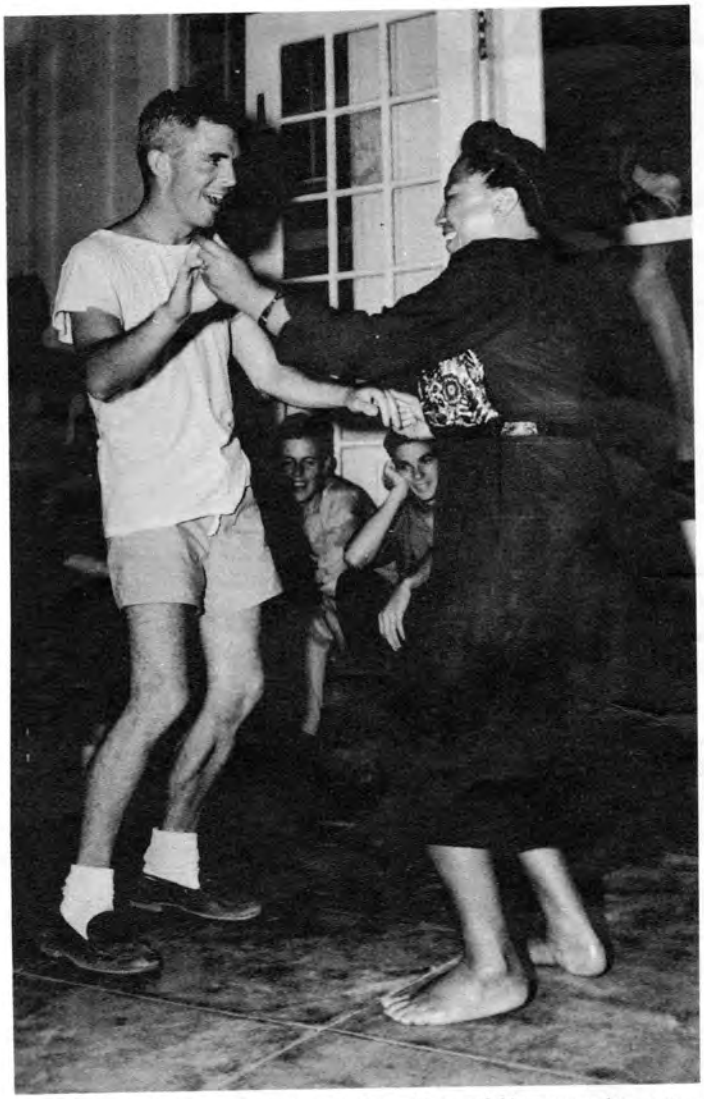
Strictly solid accordion accompaniment by Jim Mahannah inspired the Sinatras as they drove along. Mahannah became welfare assistant when Lieber was discharged.

At Kahuku after a long ride--a dip in the Pacific before chow. Coming in from theirs are (l. to r.): W. R. Fillingame, Tom Higham, Floyd Laird, Nat Ladd.

LUAU (CONTINUED)

Fun after the feast included croquet, volley ball, softball and swimming. Some barber shop quartets also went into action on the USO veranda.

A couple of men who'll make good husbands are Floyd Land (left) and Pete Governale. They VOLUNTEERED to do the dishes--and enjoyed it!



Lt.(jg) Bob Morris, one of a few officers who came along for the ride, provided entertainment as he learned the native hula.

Toward evening, the party moved on to Schofield Barracks beer garden, thus ending the day perfectly.

RE-RIGGING THE OLD FRAME

SCRATCH BLUE, BREAK OUT RED — CIVILIAN DAYS DEAD AHEAD!

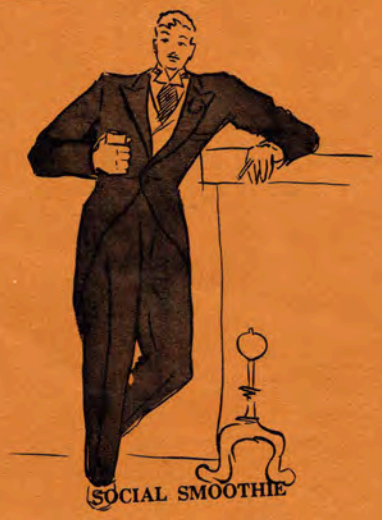
For the first time in too many moons NATSmen are not looking at the magazines and swearing "to hell with autumn fashions." This month they are cocking a serious, watering eye toward plaids and checks, tweeds and gabardines, cuffs and collars, reds and greens. Nuts to blue.

Here's the way we picture our point-heavy pals as they infiltrate the civilian front. Innocent maids beware! 'Neath these sleek lounging jackets and pin stripes and gray fedoras may lurk some ex-swab-jockey--or even one of those sweet chiefs we knew. Clothes will make the man--and with 41 points (or 46) it's every man for himself.

RAH RAH BOY

BUTTER AND EGG MAN

LOCAL MILLIONAIRE



SOCIAL SMOOTHIE

HEP CAT

OR, IF YOU FEEL LIKE YOU'RE STILL ON KWAJALEIN

SPORTSTER

MAIL BAG

RESPECT FOR RANK, NOT SEX!

EDITOR: *OAKLAND*

Recently I introduced an enlisted WAVE to a male officer, saying: 'Miss Jones, I'd like to present Lt. Smith.' One of my friends overheard me and told me later that my Navy etiquette needs brushing up; he said the enlisted WAVE should have been presented to the officer, to show respect for the rank. Isn't the man always presented to the woman?

CIVILIAN-AT-HEART

If you weren't introducing military personnel, Emily Post would rate you 4.0. But in the Navy, your introduction was a flop for two reasons: (1) an enlisted WAVE is not called 'Miss'; (2) respect in the Navy is shown for rank, not sex.--Ed.

WE'RE STILL PART OF THE FLEET

EDITOR: *GUAM*

I'd be pleased if you would set us straight. Is NATS a unit of the Navy, in the same sense as the Marine Corps and Coast Guard?

If this be true, our branch of the service would be United States Naval Air Service or Reserve as the case may be, instead of USNR or USN.

'MORE CURIOUS THAN CURIOUS'

Somebody's doing some blind-flying here--and hasn't checked out on instruments! The U.S. Fleet, Marine Corps and Coast are all separate branches of the Naval service, under the cognizance of the Navy Department. NATS is not a separate branch of service, but one of the commands of the U.S. Fleet.--Ed.

NAVY WILL PAY THE FREIGHT

EDITOR: *KWAJALEIN*

I expect to be discharged in December, when I will have 39 points My wife is now living in Oakland, and when I reach the West Coast we expect to drive back to St. Louis, which is my home town. Can you tell me if I will be reimbursed for my wife's travel and transportation of our household effects? I was inducted at St. Louis.

AMM2c

We're glad you mentioned your rate, because the answer is yes, as long as you're a second class petty officer or above. For the latest information on this subject, see AlNav 270 dated 19 Sept. 1945. --Ed.

NURSE & NAVIGATOR WINGS

EDITOR: *JOHNSTON*

A worthy compatriot is trying to tell me flight nurses' wings are so similar to navigators', you can hardly tell the difference. Is this correct?

WING-CONSCIOUS

The similarity diminishes in proportion to your proximity to the flight nurse. But here's a picture of both insignia--make your own decision.--Ed.

Navigator Wings

Flight Nurse Wings

•◆•

ARE YOU NATS-WISE?

(Answers to Questions on Page 14)

1. ComNATSAsia.
2. VR-2 at Alameda.
3. Recovered Allied Military Personnel.
4. September 15, from Shanghai.
5. It's the Hawaiian name for any newcomer to the Islands.

◀ MAJURO—GARDEN ATOLL OF NATSPAC'S SEAPLANE SYSTEM

By Lt. Comdr. Lewis S. Drill*

Floating atop the long swells of the Pacific, some 240 miles southeast of Kwajalein, lies a lovely white and green wreath of coral and palm known as Majuro Atoll. Its verdant isles, linked by natural reefs and man-made causeways, enclose a deep, calm lagoon 23 miles long by eight to ten miles wide.

Here on July 15, 1945, the NATS Pacific Wing opened its newest and already one of its most popular seaplane stations.

Advocated by ComNATSPac early this year as a seaplane base location preferred to Ebeye, Majuro's sheltered waters, free from dangerous swells, soon won the approval of survey parties. By June material had been assembled and construction begun on a pontoon finger pier and a beaching ramp of sufficient size and strength to handle the NATS Coronados. The ramp, an innovation in NATSPac history, was built by Seabees of Marston matting three layers thick laid on a coral grade and tied above low tide line by a heavy concrete curbing. Weighting the 40-foot wide mat under water is a double row of concrete blocks along each edge. These were contrived by putting dry concrete mix into sandbags and submerging the bags in place where water action shortly changed the powdery ingredients into stone.

The Seabee magic was not exhausted on the ramp, however. Simultaneously the L-shaped pontoon finger pier 300 feet by 200 was floated into position a few rods north of the ramp while the beach became a city of quonset huts swarming with "workers" who added the finishing touches to structures for housing NATS offices and transient and base personnel. By mid-July a new NATS station complete from mooring bouys and small boats to hotel and snack bar was ready for business.

Unscarred by battle, although the first actual Japanese territory captured in the Pacific war, Majuro presents a garden aspect to NATSPac flight crews and passengers. Green grass and lush shrubs grow in shady stands of coconut palms. Steady northeast winds soften the heat of the torrid sun. Rainfall is plentiful but not burdensome, and fresh water is available for all. This is Majuro, garden atoll of NATSPac's seaplane system.

**The author represented NATSPac during the move from Ebeye to Majuro.*

PAULETTE GODDARD